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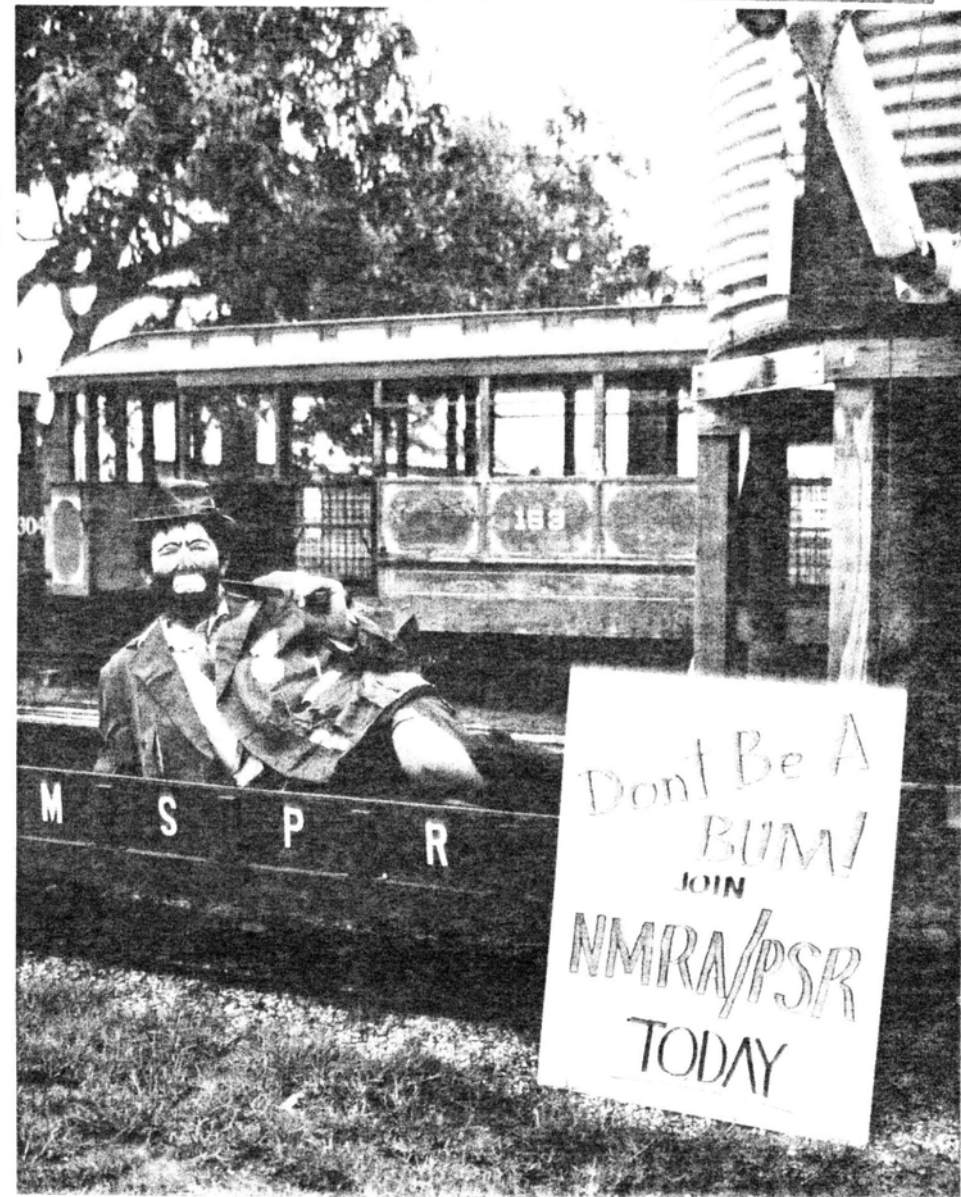


## THE ORDER BOARD

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VOLUME ELEVEN NUMBER FOUR

NOVEMBER 1983



AUCTION II-- DECEMBER 3  
 BANQUET '84--FEBRUARY 11



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## Tower Talk

VIC PRIOR  
SUPERINTENDANT

MEMORIES ARE MADE BY PEOPLE

For many years I was a "loner" in model railroading. I was doing my own thing, and I was happy doing it. Many of my memories were made by people at the numerous conventions I attended. Having attended clinics that were put on by the big names in model railroading at the time, I've met and talked with people like Lynn Wescott, Whit Towers, John Allen and the like. Bragging? Not really. You see, anyone could have done this same thing if they had only been there. I was thirsty for information. These people had the information I wanted. I went after it.

How many times have you wondered what it would be like to take your NMRA Directory (last issued in 1981) on vacation and look up someone you don't even know? I have done this many times. Never have I found a rude person. They end up calling the other modelers in the area and run you all over town, showing you the best layouts. You are talked out when you finally drag back into your motel room at midnight. Neat people? You bet!! Most model railroaders are neat people, but I could never have found this out if I hadn't made the first move.

A few years ago, driving through Monterey, California, one Sunday morning, (not by chance you can be sure) I said to my sympathetic wife June, "I wonder if John Allen would allow me to visit his layout on this short a notice?". Thinking that every modeler and his brother going through town probably calls him, I really expected an abrupt "Sorry, not today" answer when he picked up the phone. The first five Cajon Division members who call five two nine four zero eight two will receive five dollars. Call collect if you live out of the seven one four area code. As gracious a man that I've ever had the pleasure to meet, he said, "Well I was trimming the hedge- but you are welcome to come". He obviously would rather talk to me about his first love than trim the hedge. I have often wondered how many modelers have driven near his home and didn't want to ask for fear of being turned down. **TOO BAD FOR THEM!!** He talked to me for at least two hours. I'm the one who finally cut it off, feeling sorry for my wife who had gone to the car to wait for me an hour and a half ago.

The point is that I made the first move. You say, "Yes, but I don't want to intrude into someone else's private life." How do you know they don't want you to until you ask? They can say no. Not many do, however.

Today I'm in a model railroading group. I've memories from everyone in that group. I'm richer as a person and as a modeler because I made that first move- toward other people. Would I go back to being a "loner"? Not a chance!!

Try it! Join a model railroading club. Attend a meet or convention. Make that first move. You will be glad you did for you will have a lot of neat memories just waiting to happen just standing right next to you--- go on, introduce yourself--- memories are made by people.

COVER PHOTO: The Cajon Division "HOB0" is still trying to get to Las Vegas. He was out recruiting new members at the Fall Meet at Valenzuela's Railroad Ranch. Here he is taking a short rest before he tries to "bum" a hot dog from the dining car.

# Fall Meet Report

VIC PRIOR  
SUPERINTENDANT

If you missed the October 9th Cajon Division Fall Meet in Ontario, you really missed a fantastic event.

We had our own Cajon Division "HOB0" bumming around all day. He had everyone feeling sorry for him. I think he was trying to "bum" food off of the Dining Car from the Raliettes-he wanted a candy apple, a hot dog, cookies or something. He was also recruiting membership for our Pacific Southwest Region (and our Division). Thanks Howard Frazier, you fooled us all.

The clinics were well received. Irene Maciks oil painting clinic stole the show without a doubt. Irene painted a complete picture in her allotted one and a half hour clinic. Her main painting interest is scenery with an "anyone can do it approach". You can be sure we will ask her back again for a repeat performance in the future.

Bob Clark's clinic on building "building mock-ups" was well received. Bob explained how he builds quick, inexpensive building mock-ups using scale drawings of buildings copied from the articles in the model publications. This allows him to see exactly how his future structures are going to fit a specific area and more importantly, how they will blend with the supporting scenery. This method can save many hours of building structures you really like but which can fail to fit the requirements of the scene you are trying to create.

Mike Hazard's clinic on hand-laid turnouts showed that we all could build those special requirement turnouts instead of designing around an ATLAS #6. All it takes is a little patience and planning.

Bruce Metcalf gave a clinic on railroad wiring, an area in which we all could benefit. Thanks for your help Bruce. From the LA Division, Bruce and others have given the Cajon Division lots of help and we sincerely appreciate it. As you may or may not know, the Cajon Division split off the LA Division in 1973. We are still good friends and visit each other almost every time there is a function.

The PRS "Railwatch" clinic was very well attended. The railfanning equivalent of "Neighborhood Watch" is very important to several railroads in the area. Dave Riggle, a member of the Pacific Railroad Society detailed their members activities and showed some of the problems the railroads have with trespassers and kids.

We also had a model contest: Station structures and cabooses. Leeanne Kurts won first place and ten dollars for her scratch built and highly detailed freight station. "Crazy Will" won five dollars for his second place winning entry, an outside braced wooden caboose lettered for Los Angeles Terminal; and Ed Kladde won third place for his four wheel logging bobber. I'm wondering where all the Cajon Division modelers are, the L.A. Division has stolen the show again in this department. They did deserve it however with some super models.

Four movies were on hand with only enough time to show three. It was a full schedule, with four clinics totalling about four hours in length.

Then, of course, the swap meet was going on from opening to closing, as usual. I heard some talk about some super bargains that were made. With swap tables free with admission

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(bring your own), all of us could have walked away with our pockets jingling if we had just brought all the stuff in our garages and railroad rooms that we bought a long time ago and never used. Try it next time!

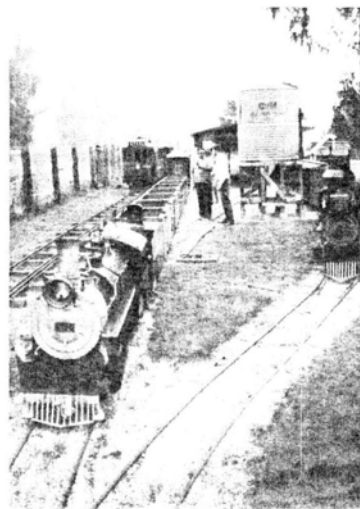
Let's not forget the train rides. Our hosts, Chuck and Marjorie Valenzuela, enjoy having people who love trains. Well, they have trains in almost every scale there is. If I were asked what I would do to improve this setting I would be hard pressed to come up with an answer. The trains ran from ten AM to two thirty PM. The young and old enjoyed them time and time again.

The "dining car" sponsored by our raiiettes did an incredibly outstanding job. As you may know, the "Diner" has been in the repair shed for quite a few years. Well, it has been repaired and restored in this administration and our Cajon Division operating funds have been increased by \$225 in just two meets. This goes a long way toward our being able to lower our entry fees to the meets and still have enough to operate the division. I want you girls to know all of us "rails" appreciate your efforts.

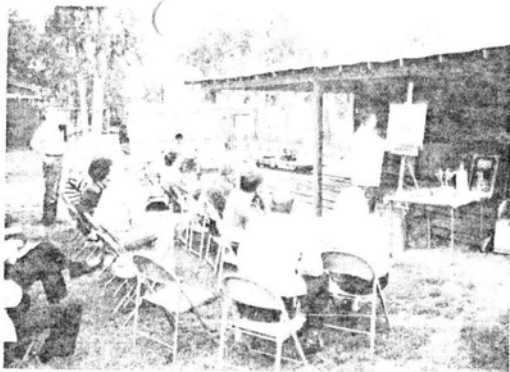
More than usual stayed on until the final raffle drawing which was for an oil painting donated to the division by Irene Macik. The proud winner was Ed Kladde of Hemet, a regular meet attendee and swapper par excellence. Over \$100 in raffle tickets were sold by Mike Morris which is also going to go a long way in helping with division expenses. Thanks Mike and all who helped in buying those raffle tickets.

What next? We are already planning next years big FALL MEET, again at Valenzuela's Iron Horse Ranch on October 7, 1984. Hope to see you there.

PS: Don't forget the Cajon Division auction in December. Get your goodies ready and come on down to join in the fun. Details elsewhere in this issue of the Order Board.



Early Sunday Morning, the CM-SF RR gets ready for the crowds of riders. Today's crowd will require two trains to handle the passenger load.



An intent crowd attends Irene Macik's oil painting clinic. Scenery painting was shown to be quick and easy. Practice Irene's techniques and you too can have the grandeur of Mother Nature in the distance.



Leeanne Kurts prize winning scratch-built station. Note the details. Congratulations!



Ed Kladde is congratulated by the Cajon Division Hobo as the winner of the raffle prize-an Irene Macik original oil painting.

## Door Prize Donors

The Fall Meet was distinguished by the number of door prizes and raffled items. This was made possible by the donations from the following donors:

The Iron Horse, Brea  
The Little Depot, Anaheim  
Irene Macik, Buena Park  
The Whistle Stop, Pasadena

A new manufacturer made his public debut at the meet. "Sounds Impressive", a manufacturer of scenic detailing materials and electronic circuits for sound generation, also added goodies to the loot taken home by meet attendees.

Thanks, last but not least, go to the ever present swap table merchants- for they too donated merchandise for your enjoyment.

## Film Night JOHN HACHEY ACTIVITIES CHAIRMAN

The division's second film night was held on August 6th with a good crowd on hand. The nights' films started with the Southern Pacific's "Daylights on the Coast". The film had excellent footage of the Daylight trains running through Santa Barbara, San Luis Obispo and along the ocean during 1950 through 1954. The next presentation was a slide presentation of the S. P. Daylight with P. A.'s, the "San Joaquin" over Tehachappi, Roaring Camp R.R. at Felton, the Union Pacific's City of Los Angeles. This offering concluded with the Santa Fe's Grand Canyon Ltd. Some additional slides shown were of the Reading R.R., The Baltimore and Ohio The Delaware and Hudson and The Grand Trunk Railway.

We had slides of Union Pacific's early diesels and turbines as they were photographed in Wyoming and Nebraska. The U.P.'s articulateds were also on film during the 40's.

The nights high spot (in the authors biased U.P. opinion-Editorial Comment) was that of Marvin Gallaways films of U.P.'s Northerns, Challengers and Big Boys along with some excellent filmage on S.P.'s Daylight and black widow scheme, and the San Joaquins, along with the Sunset Limited out in the desert.

The evening festivities concluded with the film "Mission Tower" with the U.P.'s City Fleet, Santa Fe's Warbonnet and Super Chiefs The S.P.'s Black Widows and Daylights rounded out the films.

The nights door prize went to Art Sousa of Chino. The door prize was donated by the Little Depot - Anaheim.

At this time I would like to thank those of you who brought items to the film night, as without your items there would not have been as great an evening. I would also like to thank the Raillettes who sold the popcorn and drinks along with those of you who helped with the event. We promise all of you that there won't be air conditioning problems the next time.



## BANQUET '84

The Cajon Divisions annual auction will take place on Saturday December 3rd at Glendale Federal Savings and Loan located at the corner of Chapman Ave. and Harbor Blvd. in the city of Fullerton. We're looking forward to many exciting items being auctioned off by both members and non-members from the area.

This year we are anticipating a much larger crowd than usual because of our change of dates, and the people that are excited about this event. Some of the items that we plan on having range from "N" gauge to Tinplate, and plastic to brass!

We would like all sellers to arrive at 9am as the Auction will begin at 10am. The admission is \$1.50 for members and \$2.00 for non-members. As a railroad modeler-help your division in making the last activity for 1983 a giant success -- see ya there!!!

## BANQUET '84--FEBRUARY 11

The Cajon Division's Annual Banquet will be held on Saturday, February 11, 1984 at the Arbor Restaurant in Upland. Located at the corner of Euclid Avenue and Foothill Blvd., the restaurant is centrally located for most of the members of the division.

We are presently organizing the evenings entertainment. The evening promises to be one that nobody will want to miss.

Beside the annual business meeting, the evening will in part consist of an announcement of the name of the (by that time) newly elected division director (see Division Director's Report elsewhere in this issue of the Order Board-Editor), another of "Famous" Howard Frazier's multi-projector slide show and contests and movies.

The evening dinner will be roast prime rib and all the trimmings for a most reasonable price of \$11.00 (Division subsidy reduces the price from the normal \$15.50).

Details and reservation information will be in the next issue of the Order Board (January 1984). Stay posted. This will be one you won't want to miss.

## Contest Comments

BOB CHAFFARO  
CONTEST CHAIRMAN

The next Cajon Division contest will be held at the Annual Banquet in February. Three categories will be open to both banquet attendees and to non-attendees who submit entries through banquet attendees.

The categories are (1) locomotive, (2) passenger car and (3) color photograph. Entry rules and judging will follow the PSR Contest Directory to a large extent (see below). Locomotive and passenger car entries minimally must be modified kits. Modified in this instance means the addition of details, a non-factory paint scheme or some amount of kit-bashing. The color photograph category will require an 8 X 10 or larger print of a prototype subject. Slides and model subjects will not be considered in this contest.

Each contest category will require a minimum of five entrants (persons) to be considered a valid contest. Ribbons and certificates will be awarded. First place finishers may be considered for additional recognition.

Entry forms will be available at the banquet. Those wishing to complete the forms in advance may request them by sending an SSAE to the Contest Chairman at the address on the back of the ORDER BOARD. The PSR Contest Directory is also available from the same source with a 37¢ SSAE. The forms and the Directory will be mailed after December 1.

## Member Aid

MEL MARQUARDT  
MEMBER AID CHAIRMAN

Where is the Train?

The children sat by the railroad track waiting anxiously for the big engine to come by pulling it's load. Looking to the horizon they watched for the smoke from the stack and listened for the sound of it's whistle letting them know it was on it's way.

Little did they know, the engine would not be coming today. Somewhere along the way, equipment had failed and with no one there to repair it, the train had come to a standstill.

True, this is only make believe, but not when it is applied to some people who are trying to build or run their layout and they too have come to a standstill because of lack of help or knowhow.

Somewhere there are people who could help those with less knowledge, and by helping others, receive a feeling of accomplishment and pride in their contribution to the model railroading hobby.

Are you one of these exceptional people, who is ready and willing to help others? If so I would like to get to know you and to know what way you would be willing to help.

Also, if there are those who would like or need any help, feel free to contact me. I will do my best to see you receive the help on information you seek.

It takes a team to run the trains. Won't you join the team and let's keep the trains rolling.

Write to: Mel Marquardt  
Membership Aid Chairman  
1107 So. Pine Dr.  
Fullerton, Calif. 92633

# A Note From An Old Operator

BOB KNOLI

## WELLTON SUBDIVISION

### WESTWARD

#### FIRST CLASS

5	1	39	43	3					
Argument	Sunset Limited	Imperial	Passenger	Golden State					
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
9:30 AM	11:30 AM	2:20 PM	9:45 PM	2:45 AM					

In 1954, CTC had not yet reared its ugly head on the Tucson Division of the Southern Pacific. The division, spreading from Yuma on the west to just short of Lordsburg on the east, presented many opportunities for moving around to a young operator working the extra board. After leaving my original assignment at Red Rock, I worked various shifts at Yuma East Yard, Buckeye, Tolleson, Phoenix Yard, Tempe, Mesa, Chandler, Coolidge, Gilla, Estrella, Maricopa, Casa Grande, Picacho, Rillito, Stockham, Tucson Sixth Avenue Tower, Benson, Dragoon and Cochise. Most of these were routine assignments, but even after all of these years a few still stand out.

The first job I ever "bid in" was Tolleson, a seasonal station 10.3 miles west of Phoenix which was not even listed in the timetable. There was a small station there but that was all. I had to scrounge or make for myself anything I needed for the job. There was no train order signal and it was an "open" train order station only for trains originating. The building sat alongside the track surrounded on three sides by a giant field of canteloupes which frequently provided breakfast. Recollections include help-

ing a train crew move reefers from alongside a burning produce shed, crew just coming on duty switching for the better part of an hour using a day old switch list, representatives from one of the locomotive builders spending a day watching their product, and a member of one of the hauler crews getting hit in the face by something unspeakable flushed from the Golden State going by at 80.

Gila: A train crew fresh from a company safety meeting getting on their engine and running it through an open switch into the side of a freight train on the next track. The engine nicknamed "Mickey Mouse" was, I believe, a GE 44-tonner and was used to change out cabooses on through trains.

Sixth Avenue Tower: Each year during Rodeo Days in Tucson the downtown grade crossings became a nightmare as parents with cars full of kids on the way to the parade blocked the tracks, regardless of flashing lights and closely approaching trains. I had my hands full holding back trains until the congestion had eased, and finally did get the morning passenger rush (39, 44, and 6) and assorted freight trains through without too much delay or any accidents.

Apparently the company was pleased. Lou Wise, the senior division trainmaster, came up that afternoon to give me a pat on the back. The next day was different, however, I'd come in about half an hour early, as usual, to take the turn-over for the day shift. The outgoing operator told me that a section of Number 856 (a Yuma or Colton reefer block for the ice track) was by Stockham and I proceeded to line up the interlocking to cross the train over and bring it up the lead track to the icing platform which is across about fifteen tracks from the passenger station. What he hadn't told me, and what I didn't realize, was that Number 2, the eastbound Sunset, was ahead of the freight and therefore lined the wrong way. Fortunately the engineer knew something was wrong and stopped. In an interlocking it's not possible to take away signals and throw switches once a train is in

the circuit. Instead, once the signals are taken away, it takes three minutes of clock time to get back control of the switches. Three minutes seems like an eternity when an impatient hoghead repeatedly gives you four long blasts on an air horn (Rule 14(j) Call for signals.) Anyway, later that morning Lou Wise came back and was less than complimentary.

Probably my favorite spot was Dragoon, in the mountains east of Tucson. Dragoon was the highest point on the Golden State and Sunset routes and it is not unusual to get snow in the winter. All of the shifts were held by very high seniority operators including Herry Morse and his wife, and Maggie Uhls. Maggie had been one of the first woman operators on the SP, hired during World War I.

I was fortunate to be a railfan while some of the country's streamliners were still in their prime and will cover some of these trips in the future.

Late in 1954, before I had enough seniority to get free passes or reduced rate orders to ride passenger trains, I decided to go back to New York to visit my mother. From Tucson to Tucumcari I rode the cab of the trailing PA unit on the Golden State, but as the Rock Island only used an A and a B unit from Tucumcari to Chicago, and since for much of the trip a road foreman of engines rode the cab, I had to ride inside the B unit. The screaming 567's inside that EMD E unit had me just about deaf when we finally arrived in Chicago. Fortunately, once there, I was able to talk myself into a coach seat on New York Central's Fifth Avenue Special. Returning about a week later I had intended to ride the trailing cab on the Pacemaker from Harmon to Chicago. Fortunately I arrived late and missed this train which shortly thereafter hit a rock slide along the Hudson River with both units going into the water and killing the engine crew.

The New York Central, without checking tickets, arranged free taxi transportation for everyone at Harmon over to White Plains where I caught the headend of another Chicago-bound train. The following morning in Syracuse I was sitting fat and happy in the trailing cab with my cowboy hat on when some officials on the station platform questioned my status. Somehow they weren't able to see the rationale of an Arizona telegrapher riding the engine of one of their trains. Then

## A Note From An Old Operator (CONT'D)

followed my first ride on a Greyhound bus (with no leg-room) to someplace in Ohio where I caught the Wabash overnight train to St. Louis and then their City Of Kansas City to its namesake. Back to Tucumcari in a chair car of the Golden State where, again, I was told to get off.

After sleeping a few hours in a heavyweight sleeper laying over between trips of Rock Island's Memphis-Tucumcari train, I caught a ride in the cab of a pair of FM Trainmasters to Carrizozo. The rest of the trip was routine on SP Train No. 39 to Tucson.

**500 By '85** HOWARD FRAZIER  
MEMBERSHIP CHAIRMAN

## WIN A BRASS ENGINE

That's Right! You can win a brass engine by merely piling up the most points in the Cajon Division membership drive. Our goal is 500 members by 1985. Use the membership application form in the back of the Order Board. To qualify you only have to list your name under "Sponsor" on the membership application. If you need more forms just call the Cajon membership chairman. The contest is in the early stage and no one has any big lead yet. Remember you get 5 points for a new member and 1 point for a renewal. But the best way to gain points quickly is to get new members.

As you know, this is a great hobby and the advantages of being a member of the NMRA and the PSR are numerous. The three publications you receive are worth the price of membership alone. In addition the savings you receive on entry to the many conventions, meets and activities makes membership a real plus.

Then there is member aid. This program offers expert help to those who are new to the hobby. And the benefits go on and on. When you are talking with a prospective member tell them about the program and what they can gain from being a member. So go after those new members as well as the renewals. It is early in the race and each one of you has an even opportunity to win one of the two brand new brass engines that will be awarded at the banquet in February of 1985.

## Achievement Program

RAY SADLER  
ACHIEVEMENT PROGRAM CHAIRMAN

In the last issue I introduced the Achievement program to you. Now I will show you how to participate in the program. If you are an active modeler, and have a layout under construction or complete, chances are you have already qualified for an achievement award. To become a Master Model Railroader (MMR) you must earn at least seven out of the possible ten certificates, and of these seven, at least one certificate in each of four areas of the hobby, (i.e. Railroad Equipment, Railroad Setting, Railroad Construction and Operation, and Service to the Hobby). The four areas I have just listed are broken down further to encompass both the technical and service phases of the hobby. Under Railroad Equipment are Master Builder Motive Power and Master Builder Cars. Railroad Setting includes Structures and Scenery. Railroad Construction and Operation covers both Model Railroad Engineer, Civil and Electrical, and also Chief Dispatcher. The last area, Service to the Hobby, includes Association Official, Association Volunteer and Model Railroader Author. Next time I will show you what is required in each category to earn the award.

## Our Club

GEORGE BRIESCH

What's wrong with our club? Why don't we do more and have different activities? This is a common complaint of many of our members. It is a well known fact that any club is only as good as it's officers and membership. Ask yourself: "Am I trying to solve the problem or am I really part of the problem? Do I go to the meetings on a regular basis? Do I make constructive suggestions? Do I volunteer to help out on any of the committees? Did I even vote for the new officers, or is all this just too much trouble?" If in your heart you can answer NO to any of the above questions then you already know what is wrong with the club. The old saying that you only get out of something what you put into it is very true. No one person can make our division a success without help from everyone. Your officers need and want your help, they need your encouragement in order to do a good job for you. There is much more to being a member than just paying your dues - Ask any officer of our club, what can I do to help? Don't be afraid to volunteer. You will find that not only are you contributing to the betterment of our club but you just might enjoy it very much. You will find out that you might just have a lot more talent than you think.

All this can come true but first you must try.

## Directors Report

TOM BECKER  
EDITOR: ORDER BOARD

It's that time again, time to nominate candidates for the position of Division Director. If you would like to be a part of the staff that makes the Cajon Division what you see it to be, or if you know of another member who would, then the position of Division Director may be the ticket.

The term will begin at the next banquet (February 11, 1984) and last for two years. Points can be earned for an achievement award (Association Official).

Chuck Gardner, Nominations Committee Chairman, is waiting to hear from all of you who are interested. His address and phone number are on the back of this issue.

Bob Rowe, Region President, asked that we alert all division N-scalers to an issue coming up on the next NMRA ballot. The BOT (Board of Trustee) approval of the NMRA standards adopted at Chattanooga has raised a lot of discussion and requests that they be withdrawn for further study. The standards as approved have not been withdrawn. Your (the members) opportunity to approve or disapprove of the standards as written will be at the ballot box. Look the standards over and vote your opinion.

## Cajon Commentary

TOM BECKER  
EDITOR: ORDER BOARD

At the Fall Meet at Valenzuela's on October 9th, an item of high sentimental value was lost by one of our attendees (and a swap table merchant). The item is a 1944 Chicago And Northwestern calendar. The calendar is mounted on cardboard and wrapped in cellophane. The calendar was last seen by the owner leaning against his table (for display only-not for sale). After the meet, when he first noticed his loss, he called Chuck Valenzuela, the owner of the property where the meet was held, to ask whether the calendar had been left behind. He was told by Chuck that someone (name-unknown) had found the calendar, asked who it belonged to, and not getting an answer, had taken it. If you found the calendar, or know of its whereabouts please call me so that we can see that it gets to its rightful owner. My number is (714) 529-0353. You may call me collect.

On a lighter note, I really think the division is back in great shape in the skilled care of our Superintendent, Vic Prior. Vic spends from five to ten hours per week for the division - resulting in enjoyment for you. Vic has gathered a staff of his acquaintances (friends) around himself to help in this endeavor. As Vic says in this issue's Tower Talk, there are potential friends, just waiting to be met at Cajon Division functions. Say hello to Vic, tell him you'd like to get more involved, you'd like to help make model railroading more fun. Offer your assistance and skills to other modelers - we have a fun hobby in common.

The deadline for the next issue of the Order Board is December 10, 1983. This is so we can get on a calendar - quarter schedule. That is, the Order Board will be in your hands in January, April, July and October. The next issue will have a lot of news regarding the candidates for and election of a new Division Director, further information and reservation forms for the annual banquet and details on the April '84 Santa Fe San Bernardino Shop tour.

## Raillette Junction

JUNE PRIOR  
RAILLETTE CHAIRMAN

The Iron Horse Ranch in Ontario was a lively place to be for the fall meet. The railroaders were greeted by the scent of fresh brewed coffee supplied by the raillettes. For those of you who were not able to attend, the ground was dry and the weather stayed cool for this event. There were so many things to see and do. I think we enjoyed riding the trains most of all.

The raillette dining car was open and as usual, was a very big success. We sold sixteen dozen hot dogs and just about all the soda pop on hand. Fresh home baked cookies, bars and candy apples sold well to the little railroaders with a big sweet tooth. The raillettes earned about \$170.00 for the division. A big thank you to all the workers who made this possible.

Did you happen to notice how many people stayed for the final door prize drawing at 2:30? The raillettes are taking just a little of the credit for that due to the great oil painting clinic given by our very own Irene Macik. Irene graciously donated one of her beautiful oil paintings as the final door prize. We were all hoping to take that home with us. Thanks again, Irene, from all the raillettes.

## Club News

TOM BECKER  
EDITOR: ORDER BOARD

This column is reserved for your "clubs" news. We want to know what you are doing - how you are pursuing the fun of model railroading. The deadline for articles or interviews for the next issue is December 10, 1983.

Having received no information from you I went looking for inputs to Club News. In the course of my search, I had the distinct pleasure of interviewing two very proud men - Paul Bush, Secretary of the Pioneer Western Model Railroad Club and Lynn Austin, President of the Southern Nevada Operating Brotherhood. Their club's stories follow.

If you'd like your club to be publicized either call or write me with pertinent information. Include your phone number in your correspondence so I can call you for further information if necessary.



## Pioneer Western Model Railroad Club

This club was founded in 1953. The club's first layout was built in a room at Pioneer School in Artesia. When the building was condemned, the group was forced to find new quarters. During the search for new quarters, the group operated on a private layout in Downey.

In 1958, the club members found a location and built a 27 foot by 30 foot building in which to start a new club layout. The club has remained in those quarters since.

Today there are fourteen members (three charter members from 1953). There are no membership openings currently available.

Elected officers are John Masson - President, Alan Shindledacker - 1st Vice President and Paul Bush - Secretary.

The club's fundraisers consist of an annual free swap meet (the sellers have always donated to the club, a weekly club raffle (25¢) and dues.

The majority of club members do not have home layouts. Currently all members model in HO scale. About fifty percent are members of the NMRA, and evenly split between the LA and Cajon Divisions. Members of the NMRA travel together to regional conventions and close Nationals.

The club's layout models western scenery of the 1920 and earlier time frame, all steam, and short trains (one car per driver). The trackplan was designed by Phil Dunham with the help of the other members.

This club is noted for members traveling long distances to club meetings: Lloyd Nelson from Homeland and Bill Washburn from Lakeview. John Hass comes in occasionally from Apple Valley.

The club members regularly operate on the third Monday of the month. Visitors are always welcome. Call Paul Bush at (714) 526-6718.

## Southern Nevada Operating Brotherhood

The SNOB's were incorporated in 1978 with 14 members currently. The group is an informal round robin (house to house). They operate on two or three of the members home layouts. Lynn says that fun is the only reason the group exists.

Membership in the Southern Nevada Operating Brotherhood is by invitation only. Club officers were appointed at the time of incorporation to life terms (death is the only way out). There are three officers (all Presidents) - Lynn Austin, Rod DuBarton and Jim Weist.

The layouts and most interest is in short lines. Most modeling is done in HO Standard, but there is some interest in narrow gauge (all scales), OO, O, and traction.

Five to seven of the members usually travel together to NMRA conventions. They are easily recognized by their blue vests with the State of Nevada in silver on the back.

The club members meet on Wednesday and Friday nights from seven to midnight. Besides operating, members give clinics on various aspects of model railroading.

Lynn tells me that the groups' meetings are open to visitors (Call Lynn first at (702) 451-9761). I have a feeling Lynn was embarrassed by it, but he admitted that some members are also Toy Train Collectors.

## New Members

The Cajon Division welcomes its new members:

KEVIN BARNETT, Silverado	SCOTT HILL, San Bernardino
GEORGE DeFRANCESCO, Brea	TERRY MEYER, Diamond Bar
WENDAL DeDARMO, Ontario	JIMMIE SMILEY, Placentia
JIMMY HILL, San Bernardino	LEON TABAKO, Santa Ana
LORI HILL, San Bernardino	JAMES VICARS, Fullerton

## Historian's Corner

DON OLDENDORF  
HISTORIAN

Division 8 - that's our division - the Cajon Division of the Pacific Southwest Region.

It was a surprise to me to learn that Division 8 is the official designation of our division and that it was formed only 10 years ago. The actual date was April 27, 1973, when the petition to form the new division was unanimously approved by the Pacific Coast Region Board of Directors.

Division 8 includes the California counties of Inyo, Mono, Orange, Riverside and San Bernardino and the Nevada counties of Clark, Esmeralda, Lincoln and Nye. Our division covers a very large and growing area.

The first organizational meeting of Division 8 was held at Hunter Park in Riverside, California on June 24, 1973 and by election the new division was named the "Cajon Division".

The objective of Division 8 shown in its very first Newsletter was then, as it is now, to "Make Model Railroading More Fun".

# Cajon Division Timetable

Please send all notices of upcoming events to the PSR Activity Coordinator, Bruce Metcalf, 582 Rosecrans Ave., Manhattan Beach, CA 90266, (213) 545-0706

Fri 18 - Sun 20 Nov 1983  
Southwestern Div TTOS  
Cal-Stewart Meet  
Exhibition Hall, Pasadena  
Conv Center, Pasadena  
5:00pm Friday George  
Spellmire (213) 395-9490

Sat 19 Nov, Open House  
Newport Southern R.R.,  
11am to 5pm, 42 Shooting  
Star, Irvine, Todd Scott  
(714) 559-6039

Sat 3 Dec 1983  
Cajon Div PSR/NMRA Auction  
Glendale Federal Savings  
320 N Harbor Full CA  
10am-1pm: \$2, \$1.50 Members  
John Hachey, (714)947-4389

Sat 3 Dec 1983  
Live Steamers Meet  
5200 Zoo Dr, Griffith Park  
Los Angeles CA  
Bill Semerau (213)248-5387

Sat 10 Dec 1983  
Roundhouse Gang Swap Meet  
Redlands CA  
Ted Bertram (714)885-8833

Sat 11 Feb 1984  
Cajon Div PSR/NMRA Banquet  
Arbor Restaurant  
Foothill & Euclid, Upland  
6:30pm, 8pm Dinner  
John Hachey (714)947-4389

Sat 3 March 1984 Swap Meet  
Orange Empire Railway Museum  
Box 548 Perris CA 92370-0548

Sat 14 April 1984 Swap Meet  
Foothill Model RRers  
7756-1/2 Foothill Blvd  
Tujunga CA 8am-1pm  
\$1.50, \$2.00 families  
Jim Borden (213)353-9671

Sat 28 & Sun 29 Apr 1984  
Orange Empire Railway Museum  
Rail Festival  
OERM, P.O.Box 548  
Perris CA 92370-0548

Thu 24-Sun 27 May 1984  
Pacific SW Region Conv  
Ramada Townhouse  
100 W Clarendon Ave.  
Phoenix AZ 85013  
\$38, \$43 after 1 May 1984  
Bob Sherlock (602)242-7918

The PSR Activity Coordinating Committee exists to provide information about future rail oriented events of interest to PSR members, and to help avoid conflicts in scheduling. This information is available to any interested party upon receipt of a SASE or a phone call.

## CAJON DIVISION: Patch For Sale

Cajon Division patches are available for immediate delivery. To get yours, send a check or money order made out to the "CAJON DIVISION" to our Chief Clerk Ralph Dubois, 3380 E. Date St., Brea, CA 92621.

Send \$2.50 for the first patch and add \$2.00 for each additional you will desire. For three to five patches you will require two 20¢ stamps on your SASE instead of just one. You must send an SASE with your order as there just is not enough profit for the division at this low price. Allow two weeks for delivery.



## CAJON DIVISION PACIFIC SOUTHWEST REGION NATIONAL MODEL RAILROAD ASSOCIATION

### — MEMBERSHIP APPLICATION —

(Please print)

Applicant:

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Application Type: ☐ New Member

☐ Renewal/NMRA No. \_\_\_\_\_ Expires \_\_\_\_\_

PSR No. \_\_\_\_\_

Primary Scale: \_\_\_\_\_ Sponsor \_\_\_\_\_

#### Membership Class:

- |  |                                       |
|--|---------------------------------------|
| <input type="checkbox"/> 1-year full member    | \$ 19.00 (NMRA \$15.00; PSR \$4.00)   |
| <input type="checkbox"/> 5-year full member    | \$ 76.00 (NMRA \$60.00; PSR \$16.00)  |
| <input type="checkbox"/> Life full member      | \$380.00 (NMRA \$300.00; PSR \$80.00) |
| <input type="checkbox"/> 1-year family member* | \$ 4.00 (NMRA \$3.00; PSR \$1.00)     |
| <input type="checkbox"/> 5-year family member* | \$ 16.00 (NMRA \$12.00; PSR \$4.00)   |

\*Applicable for spouse and children under 18 years. Price shown is per person.

#### Family Member(s)

1) Name \_\_\_\_\_

2) Name \_\_\_\_\_

Mail with check (made payable to PSR/NMRA) to:

Howard D. Frazier; Cajon Division Membership Chairman;  
358 East Lotus Place; Brea, CA 92621

## Supporting Hobby Dealers

This column is reserved for advertising by people very important to our hobby- our neighborhood hobby shops and manufacturers. Revenues generated will be used exclusively for publication of future editions of the Order Board. Rates are shown below:

SIZE AD	No. Times	1	4
Business Card		\$6	\$20
Quarter Page		\$15	\$45
Half Page		\$30	\$90
Full Page		\$60	\$180
Pike Ads (Business Card Size)	Half		

Camera-ready black-on-white art work is required. The art work can be any size and can be reduced (preferred) or enlarged for use in your ad. Art work, and a check made payable to "Cajon Division" for the amount, can be mailed to: Tom Becker, Editor-Order Board, 2743 Merlin Ave., Fullerton, CA 92635

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SOUSA

5745 WALNUT AVE.

CHINO CA. 91710

PHONE

714 628-8880

## Pike Ads

If you like the new Order Board, and would like to see it continued in this expanded format, you can help in a fun way. Your pike ads provide for the additional funds to help cover the increased costs associated with this newsletter.

CAJON DIVISION MEMBERS may advertise their pikes for one half the cost of commercial ads. Ads are limited to business card size.

All we need from you is the black-on-white camera ready art work. This can be any size, we'll reduce it as necessary. Please keep the proportions to 3½ wide by 2 high. We'll also need your prepaid order listing the number of times you'd like the ad to run. Make your check payable to the "CAJON DIVISION". Send the order, the artwork and your check to Tom Becker, Editor-Order Board, 2743 merlin Ave., Fullerton, CA 92635. If you have any questions you may call me at (714) 529-0353



(714) 524-0934  
(213) 672-0656

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